

ESTABLISHED 1881.

Sole Agents for the
UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL & CO., LIMITED.
General Agents

THIRTY DOLLARS
PER ANNUM

Intimations

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the **COMPANY'S OFFICE, No. 9, Praya Centre, Victoria Harbour, HONGKONG, the 15th March at Twelve o'clock (Noon)** for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1898, and for Dividend and electing a Consulting Committee and Auditors.

THE **TRANSFER BOOKS** of the Company will be **CLOSED** from 1st to 15th March, both days inclusive.

SHEWAN, TOMES & Co.,
General Manager.
Hongkong, 14th March, 1895. [264]

THE CHINA AND MANILA STEAM
SHIP COMPANY, LIMITED.

THE SIXTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, PRINCE STREET, VICTORIA, on **THURSDAY, the 16th March, 1899, at 11 o'clock, a.m.** for the Purpose of receiving Statement of Accounts and the Report of the General Managers and the Balance Sheet ending 31st December, 1898, declaring a Dividend and electing a Consulting Committee and Auditors.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 2nd to 16th March, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 27th February, 1866. [1866]

THE GREEN ISLAND CEMENT CO.,
LIMITED.

THE TENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on WEDNESDAY, the 22nd March, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1898, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company, will be CLOSED from the 14th to 22nd instant, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 11th March, 1899. [336a]

CHINA SUGAR REFINERY COMPANY,
LIMITED.

NOTICE.
THE TWENTY-FIRST ORDINARY ANNUAL MEETING of the SHARE-HOLDERS of the Company will be held at the OFFICES of the General Agents, Peddar Street, at NOON, on THURSDAY, the 23rd March, for the purpose of receiving their Report and a Statement of Accounts to 1872.

December, 1898.
The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to 23rd March,
both days inclusive.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 28th February, 1899. [292a]

LUZON SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of the SHARE-HOLDERS of the Company will be held at the OFFICES of the General Agents, Peddar Street, at 12.30 P.M., on THURSDAY, the 23rd March, for the purpose of receiving their Report and a Statement of Accounts to 31st December, 1898.

The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to 23rd March,
both days inclusive.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong 28th February 1890.

HONGKONG CRICKET CLUB.
LAWN TENNIS TOURNAMENTS.

MEMBERS wishing to enter for the above will find **LISTS** on which to enter their Names, in the **HONGKONG CLUB** and in the **CRICKET PAVILION**.

ENTRIES will **CLOSE** on **THURSDAY**, the 16th instant.

Hongkong, 9th March, 1899. [330a]

Masonic.

PERSEVERANCE LODGE OF
HONGKONG, No. 1,163.
A REGULAR MEETING of the above
LODGE will be held on 25. January

The LODGE will be held in the FREEMASONS' HALL, Zealand Street, on THURSDAY the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
 Hongkong, 8th March, 1899. [327a]

To be Let.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.)
PROPERTY now occupied by the
Bourington Saw Mill.

FLOORS in STAUNTON and ELCIN
STREETS.
"BAHAR LODGE."
No. 4, RIPON TERRACE.
"HARFORD" MAGAZINE GAP. Furnish-
ed or Unfurnished.

Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**

Hong Kong, 3rd March, 1899. [12]

Today's
Advertisements.

SPECIAL SERVICES WILL (GOD WILL) BE CONDUCTED BY REV. CHARLES INNES, (of England) as under—
LONDON MISSION CHURCH, TO-NIGHT,
 14th March, at 7.30 P.M., Chinese by interpretation.
FAIRLEY'S SCHOOL ROOM, TO-MORROW,
 15th March, at 2 P.M., For Women and Girls only, Chinese by interpretation.
UNION CHURCH, TO-MORROW, the 15th
 March, at 7 P.M., English.
 Hongkong, 14th March, 1899. [324a]

NOTICE.

S.S. "LEON."

NOTICE is hereby given that the above Steamship has been sold by the Owner CHU WO TO JOHN ORMAECHEA, Esq., carrying on business at MANILA as MENDONZA & Co.
 All persons having CLAIMS against the said Ship or the Owners thereof are required to send them in to the Undersigned on or before SATURDAY, the 18th instant, after which date NO CLAIM prior to that date will be recognized.
 Dated the 14th March, 1899.
 CARLOWITZ & Co., Agents.

CHINA NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship

"TAIYUAN."
 Captain Nelson, will be despatched TO-MORROW, the 15th instant, at Noon.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines.
 A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 14th March, 1899. [325a]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE VIA MANILA.

THE Company's Steamship

"TAIYUAN."
 Captain Nelson, will be despatched TO-MORROW, the 15th instant, at Noon.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
 A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 A.R. Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 14th March, 1899. [326a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

HAILONG.
 Captain Robinson, will be despatched for the above Ports, on THURSDAY, the 16th instant, at Daylight.
 For Freight or Passage, apply to DOUGLAS LAIRDALE & Co., General Managers.
 Hongkong, 14th March, 1899. [327a]

FOR KOBE.
 THE Steamship

"KONOURA MARU."
 Captain Shima, will be despatched for the above Port, on THURSDAY, the 16th instant, at Noon.
 For Freight or Passage, apply to DODWELL & CO., LIMITED.
 Agents.
 Hongkong, 14th March, 1899. [328a]

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship

"CATHERINE APCAR."
 Captain J. G. Offert, will be despatched for the above Ports, on SATURDAY, the 18th instant, at Noon.
 For Freight or Passage, apply to DAVID SASSON, SONS & Co., Agents.
 Hongkong, 14th March, 1899. [329a]

CANADIAN PACIFIC RAILWAY COMPANY.
 FOR PACIFIC COAST, CANADA and the UNITED STATES.

THE C.P.R. Company's Steamship

"ATHENIAN."
 3,882 tons gross register, will be despatched on or about SATURDAY, the 25th of March, for VICTORIA and VANCOUVER, via MOJI, KOBE, and YOKOHAMA.
 The vessel has excellent accommodation for Saloon passengers. Through tickets issued to all points.
 Through Bills of Lading issued to Pacific Coast, Canada and the United States.
 For Information as to rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent.
 Hongkong, 14th March, 1899. [329a]

NOTICE TO CONSIGNEES.
 FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."
 having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
 Cargo impeding the discharge or remaining on board after 2 P.M. of the 16th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Warehouse Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned by DAVID SASSON, SONS & Co., Agents.
 Hongkong, 14th March, 1899. [329a]

Today's
Advertisement.

1860-1900.

SEALED TENDERS in duplicate will be received at the R. N. HOSPITAL, until 10 A.M. on the 20th March, 1899, from persons desirous of Supplying Beef, Mutton, Fowls, Bread, Pure Cow's Milk, Aerated Waters, Ice, and other provisions and necessaries for the year ending 31st March, 1900.
 Sealed Tenders in duplicate will also be received for the Hospital Washing, and for Coal (Akaike's).
 Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital.
 The right to reject the lowest or any Tender is reserved.

THOS. BOLSTER, Dep. Insp. Genl.
 R. N. Hospital, Hongkong, 14th March, 1899. [331a]

Intimation.

A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS SHERRIES.

B. SUPERIOR PALE DRY, dinner wine, Green Seal Capsule.....\$10.80
 C. MANZANILLA, PALE NATURAL SHERRY, White Capsule.....12.00
 D. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule.....12.00
 E. VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule.....14.40
 F. EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled).....20.40

B, C, and D, are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior Vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited, THE HONGKONG DISPENSARY. ESTABLISHED A.D. 1841.

MARRIAGES.
 On the 14th of March, at St. John's Cathedral, Hongkong, by the Rt. Rev. the Bishop of Victoria, LAWRENCE, son of Thomas Gibbs, Winkworth, to CATHERINE, daughter of the late John McIntosh, Stirling. [332a]

On the 13th March, 1899, at St. Peter's Church, by the Rev. J. H. France, REGINALD DOWSETT THOMAS, eldest son of William Thomas, Esq., West Kensington Park, London, W., to EDITH MAY, eldest daughter of Mrs. Charles H. Ackers, Government Civil Hospital, Hongkong. [332a]

THE HONGKONG TELEGRAPH
 HONGKONG, TUESDAY, MARCH 14, 1899.

NOTES AND COMMENTS.

THE OUTLOOK.
 According to our Tientsin correspondent, China is not inclined to allow the Italians to occupy San Mun Bay without protest, but is preparing to resist any such action by force. We are informed by Reuters that it is believed that Great Britain approves of the Italian demands and also that France has declared herself favourably disposed towards them. Who then can be backing any Power? We do not fancy that Russia will be inclined at the present time to risk a war on China's behalf, and Germany is likely to follow our lead. In all probability the preparations now being made for war are simply for the purpose of "saving face" and if China should make any attempt to resist the Italians it will simply be a show of doing so, the Chinese forces retreating at the first shot and leaving the Italians masters of the situation.

GREAT BRITAIN INACTIVE.
 We do not fancy that Great Britain is likely to take a hand in the game now in progress at Peking, except diplomatically. Had any action been intended we do not think that the Centurion and Victorious would be lying idle in the harbour, as they are at present; they would in all probability have been hurried north on receipt of the first news of the Italian demands. We should have made a display of force in the north and stated plainly that the Italian demands were not approved of and an end would have been made of the matter. But we have not done so and hence one may conclude that the advent of Italy

in China is not considered to be inimical to British interests.

WHAT DOES IT MEAN?

It is difficult to understand why Italy should demand a port or naval station in China unless she were prompted to do so by another Power and was, in reality, simply holding the port for that Power, to be handed over when occasion arose for so doing. Italy's trade with China does not amount to any very great figure and certainly does not require a squadron of eight ships for its protection. The cost of the maintenance of such a squadron would be too heavy a tax upon the trade, and we do not fancy that Italy, in her present impoverished state, would be inclined to undertake any such action on her own initiative. As we before pointed out the Italian squadron will be a factor to be taken into consideration should hostilities commence amongst the Powers interested in China and it is earnestly to be hoped that if Italy possesses a backer in the present instance that such backer is none other than Great Britain, and that San Mun Bay is in reality to be held in trust for Great Britain. If, on the other hand, Italy should be acting on behalf of France, then the acquisition of San Mun Bay cannot but be looked upon as a calamity.

TELEGRAMS.

(By Telegraph.)

Special to the "Hongkong Telegraph."

(FROM OUR OWN CORRESPONDENT.)

ITALY AND CHINA.

CHINA PREPARED FOR WAR.

TIENTSIN, March 13th.

7.45 P.M.

The position is critical. The Chinese Government is bitterly hostile to the Italians. Active preparations are being made for war and General Tung and Li Hung-chang have gone to Peking. Everything now depends upon what is done by Great Britain. The American gunboat (guard?) left to-day.

Received at 11.15 A.M.
 Published at 11.30 A.M.

THE WAR IN THE PHILIPPINES.

MANILA, March 14th.

4.25 P.M.

AMERICAN LINES EXTENDED.

FURTHER FIGHTING.

General Wheaton's brigade has advanced beyond Pasing, closing the avenue of communication between the Philippine forces to the north and south of Manila. Strong opposition was met with at Paterson. The operation is not considered to have been completely successful as it was intended to entrap the Philippines. An American gunboat evaded the obstructions and entered the Bay Lake, shelling the Philippines along the shore.

THE SHANGHAI EXTENSION.
 FRENCH INTERFERENCE.
 BRITISH AND AMERICAN PROTEST.
 SHANGHAI, 14th March.

4.37 P.M.

A public meeting of the British and American Associations has been called for Thursday to protest against French interference in the matter of the Shanghai extension.

Received at 5.00 P.M.
 Published at 5.30 P.M.

REUTER'S TELEGRAMS.
 THE QUEEN'S VISIT TO THE CONTINENT.
 LONDON, March 12th.

The Queen has started for Czaritz.

INDISPOSITION OF MR. GOSCHEN.
 Mr. Goschen is suffering from an attack of influenza.

MAJOR MARCHAND IN AFRICA.
 Major Marchand's party has arrived at Bourch, twenty days' journey from Adisababa.

GERMANY AND MR. RHODES' AFRICAN RAILWAYS.
 Mr. Rhodes is at Berlin in connection with his scheme for a railway and telegraph service from the Cape to Cairo. Mr. Rhodes has had an audience with the Emperor William and attended a sitting of the Reichstag during a discussion on his mission. In which several speakers recalled the Jameson raid and Mr. Rhodes' unfriendliness to Germany. The Colonial Secretary said that permission to carry a trans African Railway through German territory was only possible provided German interests were everywhere guaranteed.

SUEZ CANAL BLOCKED.
 The S.S. Rydal Hall is ashore in the Canal blocking the navigation.

WEATHER REPORT.
 The Observatory report says—On the 14th at 11.40 A.M. The barometer has fallen on the China coast. Pressure appears to be highest between the E. coast of China and Japan. Gradients slight on the coast, moderate with fresh monsoon in the N. part of the China Sea. Forecast—moderate N.E. winds; fine.

LOCAL AND GENERAL.
 RECRUITING for the Russian railway police in Manchuria is going on busily in the districts around Odessa.

On Sunday night a Chinese boy, eight years old, fell from a verandah in Wellington Street. He was taken to the Hospital, but his injuries were so serious that he died.

On the recommendation of a Medical Board, the Officer Commanding in Singapore has granted six months' leave to Lieut. R. E. K. Donajowski ("King's Own").

A SMALL lot of Crow Land at Deep Water Bay was sold on Monday by Public Auction, the lot contains 10,320 square feet and was bought by Messrs. Sheehan, Tomes & Co. on behalf of the Green Island Cement Co. for \$541.

AN anonymous letter has entailed the Health Officer's discovery of a Malay and five children, living in Cayland Road, Singapore all suffering from small-pox. They have had it in the house for over two months, and are now on the highway to recovery.

IN connection with the introduction of the Penny Postage Service in Ceylon, a new issue of stamps has been ordered from England. The lot will include 6-cent stamps for letter postage; and 75 cent, R1-50, and R2-25 stamps for parcel post. At present stamps of different values are being surcharged and used.

MME. Tussaud and Sons have just purchased the organ used by "Viscount" Hinton. The gentleman in question is now giving sitting to Mr. John T. Tussaud for his portrait model, which it is intended to place by the side of it, dressed in the clothes he has been recently wearing whilst out on his rounds.

THE Pahang Government has been urging paddy-growers there to use sickles in reaping crops. The headmen in Pekan district have asked for sickles on trial. They all agreed that if the sickle could be introduced it would be an advantage, but feared it would be a long time before their followers would take kindly to it.

THE Captain of the steamship Lady Mitchell, which arrived at Singapore on the 4th inst. from Saigon, reports that he passed the British steamer Vedette lying at anchor at Cape St. James, owing to her having collided with the French ship Eridan from Singapore. Both vessels were considerably damaged but the latter ship was able to proceed to Saigon.

THE United States transport Grant, arrived at Singapore on the 4th instant and soon afterwards went alongside Borneo Wharf, where the work of provisioning and coaling her was at once proceeded with. Her complement includes 106 cabin passengers, 130 crew, and 1,713 American soldiers for Manila. The Grant sailed for that port at half-past six next morning.

WARRIOR'S CIRCUS was well attended last night, and patrons could not be otherwise than pleased with the entertainment. The performers are settling down to their business, and they excel in all they do. Mr. Warren does not expect to remain longer than three weeks, so those who intend to pay a visit to the show should lose no time, for the whole thing is well worth seeing.

DURING the week ended the 11th March the following cases of communicable disease were reported as occurring in the Colony:—Bubonic Plague, six cases and five deaths, all from the city; Diphtheria, one case, from the city; Enteric Fever, three cases, two from the Harbour and one from the Peak; Small-pox, three cases, one of which was imported, all from districts outside the city limits.

SOME of the more reforming of the Buddhists of Rangoon are objecting to the spending of enormous sums of money at the present time to provide yet another basket for the supposed tooth of the founder of their religion kept in Ceylon. They contend that the money might be more usefully expended, and point to the fact that the much-touted lighting of the Rangoon pagodas with electricity, which would enable worship to be carried on at night, would not cost half the sum now being spent on the golden casket, ornamented with precious stones, which will constitute the eighth box covering the tooth.—Ex.

WAGES OF PRISONERS IN JAPAN.
 The general excellence of the articles made by convicts in the various prisons of the country, is referred to by the Yomiuri, which points out that the business men who make use of this class of labour have profited enormously owing to the low scale of wages allowed the prisoners. The wages are only about 0.21 sen per day, on average. The prisoners engaged in brick-making, weaving, shoe-making, and in the manufacture of cloisonne, paper and hemp ropes, etc. receive about eight or nine sen per day, while the bamboo and straw-ware makers, dyers, etc. get from two and a half to three and a half sen. These rates are absurdly low, and we are pleased to note that the authorities are making investigations with a view to raising the wages of the prisoners.

LIGHTHOUSES.
 The oldest lighthouse in existence is believed to be that at Coruna, Spain. It was built in the reign of Trajan and reconstructed in 1534. England and France have lighthouses which were built by the Roman conquerors. The famous Cordovan Tower of France, at the mouth of the Gironde, in the Bay of Biscay, was completed in 1611, in the reign of Henry IV. After standing 267 years, it was still considered to be one of the finest lighthouses in the world, although its height has been increased. The famous Pharos of Alexandria antedates both of the above by many years, it was built 250 B. C. but it is not always considered as a lighthouse.

DEEP-SEA RESEARCH.
 The German steamer Valdivia, with the German deep-sea scientific expedition, which left Europe last Summer, has arrived in Colombia after a cruise round the Cape, and among the Dutch Indies and the Nicobar Isles. The expedition is now homeward bound. There are twelve scientists on board, and the places they touched at just before arriving there were Java, Pulo Nias, and the Nicobar Islands. The party have been taking soundings all the way through, and have also been collecting shells, fauna, etc. The Valdivia is a steamer of the Hamburg-American Line, specially detailed for the cruise, and is of 2,165 tons gross and 1,372 net register.

ODD VOLUMES SOCIETY.

"THE STRENGTH AND WEAKNESS OF ENGLAND."

Yesterday afternoon, under the auspices of the Odd Volumes Society Mr. J. J. Francis, Q.C. gave a lecture on "The Strength and Weakness of England." On the proposal of Mr. Granville Sharp, the Hon. T. H. Whitehead took the Chair. A numerous gathering of the prominent members of the Hongkong community was present, amongst whom were H. E. the Governor and H. E. General Gascoigne, Col. Elsdale, and Ex-Atty. Lt. Holson U.S.N. The Hon. T. H. Whitehead, in introducing, the lecturer, said that Mr. Francis was too well known to require an introduction. Mr. Francis said that as Col. Elsdale's lecture had been suggested by Mr. Drummond's lecture of the previous season so had his been by Col. Elsdale. He could not agree with the gallant Colonel concerning vulgarity. From his own observation he had found other nationalities quite as vulgar as the Anglo-Saxon. He thought that many of the weaknesses of character that were shown by the English were inseparable from the virtues they undoubtedly possessed. It was only human nature that when a man had done great deeds he would be fond of letting people know that he had done so. He did not believe in imagination. It was want of imagination that had won for us the battle of Waterloo, as we could not imagine that we were beaten. It was too much imagination that caused the defeat of the French. When the imagination had to be applied for scientific research or for new industries the Anglo-Saxons had not shown themselves at all lacking in imagination. They did not want it in colonization, in fact they were better without it. What was wanted was more knowledge. He agreed that it would have been better if the nation had been more educated before they were granted the franchise by the reform bill of 1832, but we must take things as they were. The people of England no doubt at present were the rulers of the Empire, by the Empire he did not only mean the United Kingdom but our colonies which we had acquired by different methods. The lecturer then gave an interesting description of the different ways in which we had acquired territory. It was not lack of knowledge on the part of our rulers that had caused the blunders enumerated by Col. Elsdale, but it was the system of party government, the country's welfare often having to be sacrificed for party exigencies. He strongly recommended a careful study of Seeley's two books in which he shows that the greatness of England is due considerably to circumstances, and dates from the discovery of America when the centre of trade was removed from Genoa and Venice and round the Mediterranean to those countries in the best positions for trade with America. He partly ascribed our greatness to our restless activity and enterprise, quoting two passages from Seeley showing the development of the English character from the time of Queen Elizabeth, to what it is now. The great cause of our administration being so acceptable to our subject races was that everybody, from Her Majesty downwards, was amenable to the law. The administrative and the executive were equally bound by it, as well as the poorest native British subject. If by this lecture he had suggested subjects for other lectures he was perfectly satisfied. He thanked his audience for their patience.

Col. Elsdale said, that he was pleased to see that Mr. Francis agreed with him in so many respects. It was not for Mr. Francis nor himself to decide whether we were vulgar or not. Other nations said we were, so he took it as being so. Mr. Francis's experience had been principally confined to the colonies and an Englishman was greatly like a cabbage, he improved with transplanting. Mr. Francis could have enfolded him as regards imagination simply by the mention of such names as Shakespeare and Milton. The quality of imagination would be steadily adhered to. He had stated him during the lecture that one source of weakness was the way in which England barred the way for other nations to colonize. We had got 50 years start and we had made remarkably good use of them. All our blunders might be ascribed to the opposition and cavillings of the Little England or Manchester school of politicians, but he found assurance in the retirement of Sir William Harcourt as he thought in future, no matter whether Conservatives or Liberals were in power the policy of the maintenance of the British Empire would be steadily adhered to.

Col. Elsdale's remarks were to the effect that the strength of the Anglo-Saxon race lay in the fact that the Anglo-Saxon was a hard working man. In all the industries, arts, and sciences, there was a vast mass of accumulated knowledge that had to be mastered before progress could be made, and it was in the tenacity of the Anglo-Saxon in sticking to his work that the secret of his success lay. He illustrated this by a reference to the contrast between the activity which prevailed on the American ships when the outbreak of the recent war was anticipated and the supineness that prevailed in the Spanish fleet. In the former the men worked all day without a murmur, getting up cool and putting it back again, protecting weak points around the guns by coal bags and sand bags, and practising every possible movement, and then worked far into the night practising with the electric light, whereas on the Spanish ships the ordinary drill was gone through in the same perfunctory manner as in ordinary times.

Mr. G. Sharp ascribed our success to our integrity and trust in each other, he gave some amusing examples showing the want of this virtue in Asiatic races.

The Hon. T. H. Whitehead said that they were greatly indebted to the Odd Volumes Society for providing them with such pleasant means of acquiring knowledge and they were most indebted to Mr. Francis for his most interesting and instructive lecture. He had much pleasure in proposing a hearty vote of thanks to Mr. Francis. Mr. L. E. Pollock rose and gave a vote of thanks to the Chairman. Both votes were unanimously carried and the proceedings terminated.

FRANCE AND THE IMMIGRATION OF FOREIGNERS.
 In France, says Le Chasseur Français, there are 1,130,241 foreigners, while in foreign countries there are but 517,000 Frenchmen. The Europeans of various nationalities residing in France number 1,130,241, there are, 68,714 of French origin, 1,061,527 are foreigners, dispersed through Europe. Of Belgians, 465,870 have emigrated to France; only 52,000 Frenchmen have settled in Belgium. The hospitality of France is accorded to 286,042 Italians, while in Italy there are only 17,000 Frenchmen. Of Germans there are in France 83,333; the number of Frenchmen living in Germany is 24,000. France has within its borders 14,337 Russians, but in Russia itself there are but 5,500 Frenchmen. The number of Austrians in France is 12,000; the number of Frenchmen in Austria is 2,000. For Spain and Switzerland the figures are more nearly equal. There are 77,000 Spaniards in France and 25,000 Frenchmen in Spain. 83,117 Swiss in France and 34,000 Frenchmen in Switzerland.

HONGKONG HOTEL COMPANY, LIMITED.

To-day at noon the ordinary half-yearly meeting of shareholders in the above company was held at the hotel. Mr. R. C. Wilcox presided, and there were also present Messrs. W. Parfitt, E. Osborne (directors), C. Mooney (secretary), J. H. Lewis, W. H. Potts, F. Henderson, J. M. Michael, F. D. Goddard, G. C. Cox, A. Dennison, E. George, R. J. Philpott, E. D. Sanders, J. E. Gomes, W. E. Clarke, S. H. Michael, T. Brown, J. Hooper, Ho Tung, Ho Fook, Hon Chok Teen, Wong Kam Fook and others.

The Secretary read the notice convening the meeting.

The Chairman said—Gentlemen, following the usual practice here, I propose, with your permission, to take the report and statement of accounts as read. It is gratifying to the Board to be in a position to meet you with a statement so satisfactory as that presented to-day. The profit on the working account for the past six months, amounting to \$62,809.94, is the record showing for what we have always been accustomed to consider the lean half of the year, and a very lean half it has often been in the past times. The dividend, proposed—six per cent for the half-year—makes, with that already paid for the first half of 1898, ten per cent for the year, which I think you will agree is a not an unsatisfactory return on your investment. We have decided to commence the formation of a Reserve Fund, and for this purpose have set aside \$15,000 as the first contribution to what we hope may soon become an important buttress to the concern. The usual sum of \$6,000 has been carried to Repairs and Renewals account, and we have written off \$8,440.88 from the value of Furniture and Fixtures, which will then stand at our books at \$25,000, by no means a high rate, considering the extent of the renewals. Apart, however, from these results, I ought to mention that the cost of painting and repairing this great building from basement to roof and through the greater portion of the interior as well as the entire exterior, amounting to \$14,308.98, has come out of the profits of the half-year. This has been a special outlay, and will not have to be incurred again, let us hope, for several years. Adequate provision for the constant and efficient upkeep of the building must, however, be made. It would be the very least economy to allow the Hotel to fall into shabbiness or disrepair. The great aim of your directors, which they have kept constantly before them through all the years of adversity, as well as during the more prosperous times that have lately dawned upon the company, has been to make of this a first class hotel in every sense of the term, and to maintain that reputation, it is necessary that its appearance shall be good and attractive, its furnishings of the best and its catering liberal and excellent. Therefore, gentlemen, we shall have to go on spending money, for though we have made great progress and have acquired many most necessary desirable things, we still have wants, and among others is new furniture for most of the rooms in the Old Building. This we are getting by degrees, and expect in another twelve months to have the Hotel well furnished throughout; indeed, we shall not rest content until every room, corridor, and corner of the building is equipped in a style that will justify the reputation gained by the removal of Messrs. Skott & Co. and the impending vacation of their offices in this building by Messrs. Gibb, Livingston & Co. We shall soon have at least a dozen more good rooms available for guests, and furniture for these has already been ordered and partly received. It will also then be practicable to make various improvements on the first floor. One such has just been effected by the equipment of a billiard room for the use of boarders and residents which we trust will supply a want. The business of the Hotel has shown a steady increase in every department, the bars and billiard room have been well frequented, and we are pleased to see that the dining room is now so popular as a restaurant. The improvement of the service has occupied much attention, and efforts have been made by the Board to secure good Chinese servants and after training, to keep them, as frequent changes are fatal to efficient attendance. I am glad to say that a gratifying measure of success has attended these endeavours. Through the exercise of care and vigilance, the losses from bad debts have been brought to a minimum, and the stock of wines and stores has, the same means been kept in good order, and the amount of waste has been determined. The loan of \$500,000, which was called in by the Hongkong Land Investment Company, was paid off on the 31st December and an overdraft arranged with the Hongkong and Shanghai Bank at 6 per cent per annum, until arrangements can be made for floating Debentures. I think that is all I have to say now, gentlemen, but I shall be glad to answer any questions you may wish to put to me.

Messrs. R. C. Wilcox and W. Parfitt were re-elected directors on the motion of Mr. Ho Tung, seconded by Mr. Philpott.

On the motion of Mr. Lewis, seconded by Mr. George, Messrs. W. H. Potts and W. H. Gaskell were re-elected auditors.

On the motion of the Chairman, seconded by Mr. J. M. Michael, the pay of the auditors was raised from \$150 per half year to \$200.

A hearty vote of thanks was accorded the directors for their services, on the motion of Mr. Ho Tung.

BRITISH VESSEL WRECKED.
 STRANGE STORY.

Java papers, says the Straits Times, report the loss of the British barque Port Adelaide, 1,400 tons burden, and registered at Glasgow. She left Cherbourg, a Java port, on the 23rd December, with 30,000 piculs of sugar for Philadelphia. She was wrecked on the 27th, on the morning of the 28th, the eastern route to pass by Alas Straits. On the 27th February at 2 a.m. she struck a coral bank to the north-west of these Straits near the Possession Islands and remained fast. In twenty-four hours time six feet of water stood in the hold. Upon this, the Master Captain Macdonald decided to abandon the vessel. The crew left in three boats fully provisioned. On the second day after leaving the ship one of the boats reached an inlet and rested there for a day and a night. From there those in the boat coasted along Sumatra and Lombok until they reached Americana, on the latter island, on the 15th February. They stayed three days there before proceeding to Sourabaya, in the steamer ship Jacob. The crew of this boat consisted of six sailors only. The two other boats were still missing at the date of last advices. One of them contained the master, the chief officer, the steward, and four sailors. In the other boat were two second officers, the carpenter, the cook, and four sailors. The Sourabaya Courier expresses surprise that the latter officer had been put in charge of the vessel, but when it put off from the wreck, as is the custom, no one of the rescued sailors could tell what port was taken or could give detailed particulars of what had happened. The general belief is that the ship's crew were all killed.

THE OUTBREAK OF RINDERPEST.

MORE CASES.

A special meeting of the Hongkong Sanitary Board was held this afternoon for the purpose of considering another outbreak of rinderpest. The President (Dr. J. M. Atkinson, Principal Civil Medical Officer), occupied the chair, and there were also present the Hon. R. D. Ormsby (Director of Public Works), Dr. Clark (Medical Officer of Health), and the Vice-President, the Hon. F. H. May (Captain Superintendent of Police). Mr. G. V. Ladd (Colonial Veterinary Surgeon) was also present.

The following report from Mr. Ladd was submitted:

Sir—I have the honour to report for the information of the Sanitary Board that an outbreak of rinderpest has occurred in a shed at Mr. Kennedy's Causeway Bay Stables, in which six cows and one calf were housed. Three of the animals are infected. I recommend that all these animals be slaughtered at once, and that compensation to the amount of \$1,370 be paid for them under the provisions of Sections 3 and 5 of Ordinance 17 of 1887.

There are also 31 animals which are housed in another part of the premises, but as they at present show no symptoms of the disease, I make no recommendation concerning them.

I have the honour to be,

Your most obedient servant,

C. W. DUGGAN, Esq., Secretary, Sanitary Board.

On the motion of Dr. Clark, seconded by the President, the shed in question was declared an infected area.

Dr. Clark proposed that the six cattle and calf in the infected shed be slaughtered.

The President seconded.

The Vice-President proposed an amendment that only the diseased cattle be slaughtered, and that Mr. Kennedy be advised to remove the 31 cattle in the uninfected shed as far eastwards as possible.

The Hon. R. D. Ormsby seconded the amendment and was carried.

On the motion of Mr. Osborne, seconded by the President, Mr. Ladd was authorised to slaughter the remaining four animals in the infected shed as soon as they show symptoms of the disease.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Sir J. W. Carrington, Kt., C.M.G., Chief Justice, and a Special Jury.)

March 14th.

ACTION TO SECURE POSSESSION OF \$200,000.

In this case (remanded from yesterday) Crisanto Lichanco and Gregorio Agoncillo, as attorneys of Emilio Aguinaldo, sought to obtain possession of \$200,000 now in the custody of the Hongkong and Shanghai Banking Corporation, which sum was deposited in the Bank by Emilio Aguinaldo on the 31st January last year.

Mr. M. W. Slade (instructed by Messrs. Wilkinson and Grist) appeared for plaintiffs, and Mr. J. J. Francis, Q.C. (instructed by Messrs. Johnson, Stokes, and Master) for defendants.

The following composed the jury:—Messrs. J. M. Beattie (foreman), A. F. Smith, E. Osborne, A. Bunting, W. Danby, E. S. Wheeler, and J. W. Craddock. The jury were excused from attending during the legal argument.

Mr. Slade—My Lord, before this case is called on I wish to call your attention to what I submit is an exceedingly improper report of this case which appeared in one of last night's papers, namely, the *China Mail*.

The Chief Justice—You have no affidavit? Mr. Slade—I have the paper and nothing else, I wish to call your Lordship's attention to it, and if necessary I am prepared to make a motion on the adjournment to commit the proprietor of this paper for contempt of court.

The Chief Justice—Unless you have an affidavit I do not think I can deal with the matter.

Mr. Slade—Certainly, but I thought it would be convenient to mention the matter now. It is only concerning the heading, which I think is distinctly calculated to prejudice the minds of the jury against the plaintiffs in the case.

The Chief Justice—You must bring it before the Court in a regular way. Have you communicated with the publisher of the paper which I have been communicating with informally, but I do not know whether it has reached him yet. There has been no formal communication.

The Chief Justice—You understand what I mean by communicating. If you have any proper complaint I think the publisher and proprietor should be communicated with.

It was decided to deal with the matter after the adjournment.

Mr. Slade continued his opening, dealing with the questions of law which arose.

After this Mr. Slade continued his argument, the notes of which were taken by the *China Mail* case not having been served in the meantime.

CONVEYANCE OF PLAGUE.

Apart from hydrophobia, glanders, anthrax, and the like, a few skin and hair diseases, etc., which do not exist in men in epidemic form, plague is the only disease with regard to which it is known now for certain that it affects epidemically both human communities and animals. Up to this date however the rat was the only animal representative of this kind known. It is to be accepted at present that, apart from the rat, the monkey and the squirrel can get naturally affected by that disease also, though, as observation shows, in not such a widespread form as is the case in man and rats. The monkey and the squirrel represent, therefore, two further factors capable of carrying the germs of plague from place to place, apart from the travelling man and the rat.

THE RADICAL-IRISH ALLIANCE.

Sir Henry Fowler has once more asserted, and strongly emphasised his new position, that the Radical-Irish Alliance is finally broken up. The two component parties have, he says, different policies, and they are irreconcilable. The Irish support denominational education, not only in Ireland, but in England also; and Sir Henry Fowler, as a Radical Nonconformist, is stoutly opposed to denominational education in both countries alike. At the same time, he reiterates his opinion that Home Rule will never be sanctioned by the English constituencies until the new Local Government Act has had a fair trial. So, he puts it, the Radical party must go back to the old lines. They will welcome Irish support if they can get it as Liberals; if it is not to be had on that condition, they will do without it. That is a plain statement, and it at once raises the question, can they do without it? Sir Henry Fowler must feel a good many misgivings on that point.

ITALY, CHINA AND JAPAN.

A Tokyo telegram of 28th ultimo to a Japanese contemporary says:—

Italy, as evidence of the recent rapprochement with France, has demanded of China the loan or lease of a district lying within the territory which by arrangement between Japan and China must not be alienated to any other Power. The Japanese Government must decide upon its attitude at once. But the question does not concern Italy alone, the Japanese Government has to consider the situation very carefully, and all particulars are strictly withheld from the public.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the tenth ordinary general meeting to be held at the office of the General Managers on Wednesday, 22nd March, at noon:—

Annexed we have the pleasure to lay before shareholders a statement of Accounts of the Company for the year ended 31st December, 1898.

The profit, including the amount brought forward from the previous year, amounts to \$50,174.44, which it is proposed to carry forward to the credit of next year's account. It has been decided to recommend this course instead of paying a dividend, as usual, as the building of the new factory at Hok Lo is absorbing all the Company's present funds and it is hoped in this way to avoid having to raise further capital. So far as can now be seen the original estimates of cost will not be exceeded but there will be no surplus, while on the other hand money will of course be required for working capital and for carrying large stocks of raw material and finished cement in future.

Sales during the year show a falling off but rather better prices were obtained, and the result is therefore very little less than that of the previous twelve months. After many trials and disappointments all the difficulties in the way of burning the New Kilm Green Island were overcome, and as anticipated the Kilm has proved a decided acquisition. The contractor for the Works at Hok Lo has not made the progress expected but we hope that September will see everything there ready for commencing operations. At *Dech Water* the work has suffered greatly from sickness and mortality amongst the employees and from the consequent changes in the staff. The profit is still very small but much time has been given to re-organizing and increasing the plant and machinery, improving the site, economizing labour, &c., the benefit of all which is already felt in a considerably larger output.

CONSULTING COMMITTEE.

Messrs. Evers, Orange, Li Sing, Chater and MacEwen retire but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. Jas. H. Cox and F. Henderson who are recommended for re-election.

SHEWAN TOMES & CO., General Managers.

Hongkong, 11th March, 1899.

THE PLAGUE COMMISSION.

Dr. Suleman, chief medical officer at Barcelona, stated in his evidence before the Plague Commission that the results of experiments showed that pituitary peroxide was the best disinfectant, as it destroyed both the smell and the infusoria of the sewage. The percentage of attacks in houses thus disinfected was less than in those disinfected with perchloride of mercury.

Dr. Mehta, in charge of inoculations at Barcelona, stated that among 513 persons inoculated at 47m there were three deaths, while at 43m 159 persons inoculated there were nine deaths, and among 2,663 inoculated 10 deaths. In some cases evil effects followed, but it was doubtful whether they were due to inoculation. In other cases the dissipation of neuralgic pains and subsidence of malarial fever followed. Amongst the patients who recovered, the disease was milder in the case of the inoculated than of the uninoculated; and the mortality was much less among the inoculated than among the uninoculated.

BORNEO PETROLEUM.

In Netherlands south-east Borneo, says the *Batavia Nieuwsblad*, petroleum boring has a bright future. The firm of Samuel Brothers have borings in Colie, at Sanga-Sanga and Maara Jauw, and also a harbour at Balikpapan. From there, a railway has been laid to the above mentioned borings-places, and it will be extended to Balikpapan. The Company runs steamers to different ports; in a year's time, that section of Borneo is expected to supply abundance of oil for export. The Rickmers Company have ordered the building of two river steamers at Shanghai to run between that port and Hankow, with engines fitted to burn liquid petroleum from these borings. Besides the Messrs. Samuel, there is another oil venture, at Tarkian island. The Brothers Van Der Pals are also engaged in petroleum boring on the Coite coast. In South Netherlands Borneo, four companies have taken oil-boring in hand. Three of them have found oil, but have not met with any springs of it.

MINING AT BENTONG.

Mr. McClelland, the District Officer of Temeloh, describes a visit to the Bentong mines in December last. He describes the mines as showing a scene of considerable activity, the coolies working like ants. Smelting has already begun and some 100 piculs of tin were being sent down to the godown. The amount of tin already won is not sufficient in itself to show a profit on the expenditure in wages, etc., to date, but of course, the initial outlay in preparing the ground cannot at once be recouped. The District Officer was informed that the coolies were supplied with rice, etc., at a price which he said to leave a profit of 80% after paying freight, etc., to Bentong. The practice of smelting at Bentong he does not believe can pay; there is a considerable waste, and it is very difficult to treat the slag successfully, and the saving effected by transporting no compensation, according to his calculation.

ACHEEN.

It is reported from the West Coast of Achén that several headmen in Umar's last place of refuge confirm the news of that Chief's death. The people of the land are dispersing, and the Dutch authorities. Import and export duties will be levied in Achén Proper from the 1st April next, with the exception of Pulo-Way. Oleh-Jeh will be the only port with a Custom-house in Achén Proper. On distilled spirits and opium, no import duty will be levied until January 1901. Excise duties on petroleum and matches will also be enforced in Achén Proper.

CONSULAR FAREWELL DINNER TO MR. SPENCER PRATT.

SINGAPORE, March 6th.

On Saturday evening at the Singapore Club, Mr. E. Spencer Pratt, Consul-General of the United States and *deputy* of the Consular body in Singapore, was entertained, in view of his approaching departure, at a farewell dinner given in his honour by his Consular colleagues representing the various foreign Governments at Singapore. Dr. de Vlieg, Consul-General of the Netherlands, presided as being the consular officer on whom will devolve the duties of *deputy* on Mr. Pratt's laying down office. The proceedings, which were private, were of the most cordial description. Dr. de Vlieg, proposing the health of the guest of the evening in felicitous terms, a complimentary address was delivered by Mr. Spencer Pratt, who before resuming his seat proposed the health of a Consular colleague who was, for reasons that could be understood, absent that evening, Senior Luis Marinus, representing Spain.

For a few minutes during the dinner Major Clarence Edwards, of the U.S. Army, was present, having come up on business from the Borneo wharf from the U.S. transport ship *Goath*, which had come alongside after midnight. It was an appropriate thing that thus, quite inadvertently, an American officer was enabled to be an eyewitness of a collective token of the esteem in which the Consular body held its retiring *deputy*, the representative of his own nationality.

It might be mentioned that the beautiful floral decorations were personally arranged by Mrs. Sobst, wife of the Acting Consul for Germany, a kindness greatly appreciated.—S. P. Press.

A RECORD FROST IN THE UNITED STATES.

A telegram, dated London, the 16th February, in the *Illustrated* says:—Half the United States were hit on Tuesday owing to a frightful frost. New York was completely isolated, railways, ferries and all communications being stopped. Supplies were rapidly disappearing and fetched ridiculous prices. Hundreds of houses were rendered uninhabitable by the bursting of the water pipes; while the hotels were crowded, suburban residents being unable to depart, Governor Roosevelt opened almshouses and refuges for the poor, and ordered the Mayor to supply provisions and blankets on his own responsibility. As an indication of the extraordinary severity of the frost it is stated that Brooklyn bridge contracted fourteen feet. Washington city was snow-bound, the Chambers of the Legislature were empty, and business was at a deadlock. The Potomac River was entirely frozen over, while Kentucky registered 70 degrees of frost. The money losses in many places were reckoned in millions of dollars. Wednesday's sunshine slackened the grip of the frost considerably, and traffic was slowly resumed, though hundreds of millions of cubic yards of snow remained. The Coast liner *Etowah* sailed on Tuesday last, while the *Winnipeg* and *Granada* actually sank in mid-ocean from the weight of ice on their decks. A variation of the violence of the recent gales is to be found in the fabulous rates which underwriters' demand to cover the overdue liners' rates varying from 10 to 80 guineas per cent. The *Esplanade* at Southbourne has been demolished and the heavy Martello towers at Lythe were split. The Thames has overflowed its banks, causing widespread destruction.

GOVERNOR AND CHIEF.

MR. BEAUFORT VISITS MATSALLEH.

The *British North Borneo Herald* gives particulars of the trip made by Mr. Beaufort, the Governor of the Territory, into the interior to meet Mat Salleh, a submitted rebel chief. The Governor and his party travelled from the coast over a mountainous region to the country of the Tambunans, a tribe which had long given trouble to the Government. The Tambunans advised him not to go, as Mat Salleh would not come to him and his party. Mat Salleh came down to see the Governor, and was surprised to find himself and appearing delighted to meet him. He had not believed in the genuineness of the Governor's note to him or of H. E.'s messages, and the country was filled with his half-baked but well-aimed retorters, gentries, etc. He asked the visitors to go to his house which they did, not without some chance of their being asked to remain there. But friendly intercourse appeared to be intended, and the results proved the correctness of this judgment. Mat Salleh has a strongly-made fort with earth walls and palisades like, but stronger than those at other campings. He declared unhesitatingly that he had no intention whatever of attacking the Tambunans. Mat Salleh promised the Governor to live at peace with his neighbours and agreed to visit the coast district in three months' time. The Governor assured the Tambunans of Mat Salleh's peaceful intentions. The Governor is confident that, by personal dealings with the Tambunans, he has paved the way for establishing the Company's rule firmly over their country. Years ago, the first attempt to enforce rule there failed utterly. Mr. Hewitt tried to get there in 1897, but was obliged to fly to save his party from massacre. The Tambunans have taken the oath to serve the Government. They are expected to keep the oath from their being unusually superstitious. Their country is not fertile, and is so inaccessible that trade does not flourish. Mr. Fraser, one of the Company's officials, reports that, by the use of much tact and pluck, he has obtained from the Dalit country a promise to pay poll-tax and obey the Government if a small police-station is put there to protect them.

The Governor stayed for a while at Kaniangow. He thus describes the people there:—The manners of the people round Kaniangow are less uncouth than those of the Tambunans; but the habits and customs of both are equally filthy except that the Tambunans drink less and chew more. We stayed in four chiefs' houses altogether, in none of which did I escape falling through the floor, being dropped on the smoke of the various chimneyless fires and the horrible smell of the native tobacco and the stench from the pigs and buffaloes penned under the house, and distracted by the noise of the fowls roosting in it; they eat meat or fish in any stage of decay; men, women, and children all chew and mostly smoke pipes, and no one seems fully dressed without a quid of tobacco, one half of which projects outside their lips, giving the lips a permanent disfiguring prominence.

Every house, however, has its buffaloes, pigs, fowls, goats, and 'paddy store' and in some there are many as three or four ketawes filled with last year's paddy not yet used. The ketawe is a huge, circular tub made of strong bark-bound together, about 8 feet in diameter and 3 high. One of these therefore represents the food for a considerable time. They are evidently an honest people, like the other interior natives, for these paddy stores are made and left unprotected in the jungle, and it is said, are never interfered with.—*Straits Times*.

THE JAPANESE DIET AND THE CHINESE INDEMNITY.

As was reported before, the bills have been submitted to the Diet by the Government for setting apart a portion of the Chinese indemnity as the following special funds:—

Fund for the maintenance of the strength of the navy.....30,000,000 yen.

Fund for the relief of natural calamities.....10,000,000 yen.

Fund for the enhancement of education.....10,000,000 yen.

These funds, separated from the general States account, are to be deposited in the Ministry of Finance at due rate of interest.

The first of the three funds is to be used for repairing and building warships and torpedo boats. After 1901, when the present scheme of naval extension will have been completely carried out, an amount corresponding to the fixed percentages of the cost of building of each warship or torpedo boat will be added annually to this fund out of the general State revenue. The said percentages are to be 2.5 in the case of protected warships, 5 in the case of unprotected warships, and 6.5 in the case of torpedo boats; and the total amount of the annual addition is estimated at 6,600,000 yen. Since the expenditure for the present extension of the navy is being met by an extraordinary revenue, viz. the Chinese indemnity, the need of the special fund for maintaining its strength is obvious enough.

The second of the special funds is intended for making good the decrease in revenue that may be caused by the exemption of taxes in such districts as suffer from natural calamities, and for defraying in part at any rate the cost of engineering works necessitated by the operation of destructive natural forces. The expenditure under this item sometimes amounted to 8,000,000 yen in a year; hence the necessity of a special fund for meeting emergencies.

The interest on the third of the special funds will be employed for encouraging elementary education. The justice as well as the wisdom of appropriating a portion of the indemnity for educational purposes is beyond question and has been unanimously advocated by the intelligent public.

The Government was well-advised in proposing the measure for setting apart the special funds, without which the after-war financial scheme would have been incomplete. If the short-sighted and temporizing policy of drawing upon the indemnity even for the ordinary State expenditures had been pursued, the setting apart of the special funds would have been impossible. The gratitude of the nation should be due to the statesmen in power and their supporters who made the adoption of the measure possible by courageously resorting to the only feasible means of putting the State finances on a secure basis, i.e., the increase of the land tax.—*Kokumin*.

AMERICA IN THE PHILIPPINES.

It seems to be admitted on all hands in America that the United States must not for a moment consider the imposition of any tariff upon the Philippine Islands. The Philippines would extend the American system of commerce so far away from home. The assumption of American political guardianship over the Philippines cannot properly carry with it any such thing as economic consolidation with the United States. It will be the manifest duty of the country to maintain in the Philippines what is known in England as the "open door"—that is to say, the commerce of the world must have full and equal privileges in trading with the people of the Philippine Islands. It is absolutely necessary, Americans say, for them to adopt this economic policy, extending their political protection to the Philippines, in order to be prepared the more successfully to demand that all European powers, in so far as they extend their political protection over parts of the crumbling Chinese empire, shall abstain from the policy of creating exclusive commercial monopolies, and shall allow merchants of all nations to come and go and to buy and sell on equal terms. This is the policy that England maintains in India, and it is of the utmost importance, in view of the large and growing commerce of the United States with China, that America should add its influence to that of the British for the maintenance and extension of commercial privileges in all parts of the far East.

AUSTRALIAN FEDERATION.

Sir George Turner announced at Sydney on February 10th that the Conference of the Australian Premiers had unanimously agreed to a satisfactory settlement of all disputed questions with respect to Australian Federation. The Conference also agreed that an absolute majority of both houses of the Federal Parliament should decide all differences between the two branches of the Legislature. The Braddon Clause, which makes provision for the proportionate distribution of surplus revenue among the individual States of the Commonwealth, is to continue in operation for ten years. After expiration of that period the Federal Parliament may repeal or alter the clause. In the meantime, the Parliament is to be empowered to deal with any exceptional circumstances arising out of the financial position of any State. The Federal capital is to be within New South Wales, but at least a hundred miles from Sydney. The capital will be Federal territory. Pending the erection of Federal buildings the Federal Parliament will meet at Melbourne. No alteration has been made in the original proposals regarding rivers, money bills, judicial appeals, or the number of Senators.

NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1899.

Barometer.....30.059

Thermometer.....62.0

Humidity.....85.0

Rainfall.....4.08

TO-DAY.

WEATHER REPORT.

On date at 4 a.m. On date at 4 p.m.

Barometer.....30.15 30.02

Thermometer.....65 65

Humidity.....77 70

Rainfall.....— 70

TO-DAY.

Tuesday, 14th March, 1899.

Chinese—3rd of 2nd moon of 25th year of Kwang-shi.

Sun—Rises.....6hr. 6min.

Sets.....5hr. 55min.

High water—Morning.....10hr. 17min.

Afternoon.....1hr. 15min.

Low water—Morning.....4hr. 7min.

Afternoon.....4hr. 35min.

ANNIVERSARIES.

1842—8,000 Chinese troops routed by the British at Tsi-hi with great slaughter.

1849—Surrender of the Sikhs to the British.

1860—Law Courts at Yokohama opened.

1897—Autonomy of Crete officially conceded.

TO-MORROW.

Wednesday, 15th March, 1899.

Chinese—4th of 2nd moon of 25th year of Kwang-shi.

Sun—Rises.....6hr. 6min.

Sets.....5hr. 55min.

High water—Morning.....10hr. 40min.

Afternoon.....1hr. 15min.

Low water—Morning.....4hr. 32min.

Afternoon.....4hr. 35min.

ANNIVERSARIES.

1849—Cardinal Mezzofanti died.

1865—Governor Sir H. Robinson left Hongkong for Ceylon.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (Bengal) 16th inst.

Australian (Munster) 19th inst.

Canadian (Empress of China) 20th inst.

American (America Maru) 21st inst.

American (City of Peking) 29th inst.

THE Nippon Yusen Kaisha's steamer *Kiojima Maru* (American Line) left Shimomusaki for this port yesterday morning, the 13th, and is expected to arrive here on the 16th inst.

THE Agents (Messrs. Jardine, Matheson & Co.) inform us that the Company's steamer *Glenfarg*, from London and Straits, left Singapore for this port yesterday afternoon, the 13th inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of China* from Vancouver, arrived at Yokohama at 9 a.m. yesterday, the 13th, and left again at 3 p.m. for Kobe, where she is due to arrive at 2 p.m. to-day, the 14th inst.

THE Toyo Kisen Kaisha's steamer *Hongkong Maru* with mails, etc., which left hence Feb. 9th for San Francisco, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 8th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.I.G.M.S. *Kaiser*, at Kowloon Dock.

Isla de Cuba, " "

Isla de Luzon, " "

Hud, " "

H.I.G.M.S. *P. Whelan*, " "

Chusan, " "

Produce, " "

Sultan, " "

Taitai, " "

Arizona, " "

Hatching, " "

U.S.S. Monadnock, " "

H.M.S. Whiting, " "

D. Juan Austria, " "

Phra Chon Klao, " "

PASSED THE CANAL.

Outward—14th February *Pyrhus*, *Elphinstone*, *Tientsin*, 17th February *Yarra*, 21st February *Babelberg*, 24th February *Ernest Simon*, *Morillon*, 28th February *Candide*, *Alton*, *Surfeden*, 3rd March *Marquis de Guehen*, *Liebold*, *Kura*, *Portigern*, 7th March *Africa*, *Orester*, *Catalina*, *Saraga*.

Homeward—7th Mar. *Emerald*, *Laos*, *Nestor*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is prescribed by Physicians all over the world. It is the remarkable remedy for Consumption, Scrofula, and wasting diseases, and very palatable. Read the following:—I have much pleasure in stating that I have tried Scott's Emulsion. In a case of impoverished blood, with scrofulous disease, and found it to be a very efficient preparation. It was taken without the least difficulty.—A. Temple Perkins, 22, Lordship Park, Stoke Newington, N. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—*Advt.*

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU S. Tsuji	Kobe and Yokohama	THURSDAY, 16th March, at 4 P.M.
SAGAMI MARU N. Naga	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, CHEFOO, CHE- NULO and NAGASAKI	THURSDAY, 16th March, at 4 P.M.
FUTAMI MARU C. Hillebrand	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 31st March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 8th March, 1899.

Dr. KNORR'S
ANTIPYRINE

"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark).
SOLUBLE CASEIN-SHIVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS.Shipping.
STEAMERS.

"GLEN" LINE OF STEAM PACKET.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"GLENGARRY."
Captain Gentry, will be despatched as above TO-MORROW, the 15th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 14th March, 1899. [205]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
THE Company's Steamship

"NANCHANG."
Captain Finlayson, will be despatched as above TO-MORROW, the 15th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th March, 1899. [200a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship

"WHAMPOA."
Captain Sales, will be despatched as above TO-MORROW, the 15th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th March, 1899. [341a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR AMOI, SAMARANG AND SOERABAYA.
THE Company's Steamship

"HUPEH."
Captain Quail, will be despatched as above on THURSDAY, the 16th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th March, 1899. [316a]

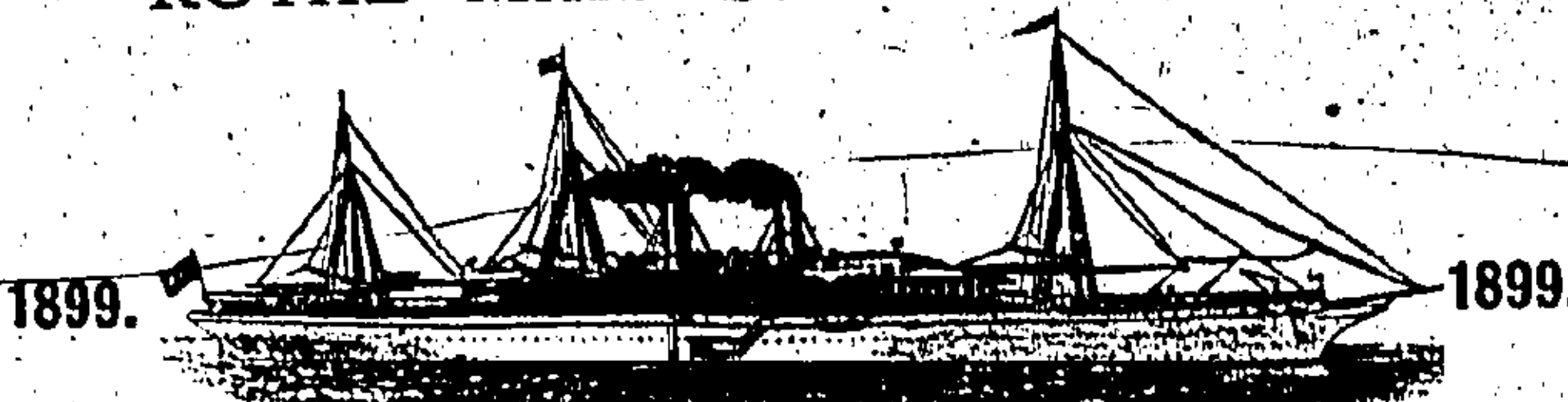
CHINA NAVIGATION COMPANY, LIMITED.
FOR NINGPO.
THE Company's Steamship

"FOOCHOW."
Captain Smale, will be despatched as above on FRIDAY, the 17th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th March, 1899. [342a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR KOBE.
THE Company's Steamship

"TSINAN."
Captain Ramsay, will be despatched as above on TUESDAY, the 21st instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th March, 1899. [343a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 15th Mar., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 15th April, 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder Street.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th Mar., at Daylight.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 25th April, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 20th May, at Noon.

THE Steamship

"AMERICA MARU."
will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 30th March, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of 44 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 1 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 11th March, 1899. [1310]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines, Ohmura Coal Mines, Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan, Ensoo Cleaning and Wvg. Co., Shanghai, Onoda Cement Company, Japan.

Kanagatah Cotton Spinning Mill, Japan, The Nippon Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory, Japan.
Hongkong, 11th December, 1896. [45]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA."
Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 18th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent,
Hongkong, 4th March, 1899. [5]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenogle... 3,750 [1] McGillivray... [Mar. 21]

Olympus... 2,837 [1] Truebridge... [April 1]

Victoria... 3,502 [1] Panton... [April 2]

Tacoma... 2,811 [1] A. Dixon... [May 13]

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 2,976 [1] N. Moncur... [April 15]

Monmouthshire... 2,874 [1] W.A. Evans... [May 6]

Lemur... 3,677 [1] Williamson... [June 3]

Columbia... 2,976 [1] N. Moncur... [July 8]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON 47.

Excellent accommodation. First-class Tables, DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK 41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or., (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 11th March, 1899. [4]

FOR SAN FRANCISCO.

THE 100 At British Bank.

"QUEEN MARGARET."
Fraser, Master, shortly expected here will load for the above Port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 22nd January, 1899. [1312]

Mails.

NORTH
GERMAN LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-
AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SILESIA.....	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	24th March	Freight
Behrens.....	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 30th March	Freight
WITTENBERG.....	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 30th March	Freight
Madsen.....	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 30th March	Freight
SUEVIA.....	AMSTERDAM, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 4th April	Freight
Foerck.....	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 10th April	Freight
NURNBERG.....	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 10th April	Freight
v. Binzer.....	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 10th April	Freight

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

Hongkong, 8th March, 1899.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King... 3,379 [1] Thursday [Mar. 30]

Cornwallshire... 2,989 [1] about [April 20]

Carlisle City... 3,002 [1] about [May 20]

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 13th March, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 2nd May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th May, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 8th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of 44 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 1 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 16th March, 1899. [1331]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st March, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 15th April, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 11th May, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on TUESDAY, the 21st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 27th February, 1899. [1332]

NORDEUTSCHER LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT LAND, PAS